

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 2:48 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 011 Const Calendar Day: 902 Date: 27-Feb-2012 Monday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 06:30 pm Break: 00:30 Over Time: 3:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Sunny with the morning Fog

Working Day ☒ If no, explain:**Diary:**

Dispute

cable erection

Installation of Strands #63 and 64



The crew picked up where they left off on Saturday, namely:

- Continue with the forming & Installation of Strand #63 at both saddles;
- Prior to leaving for the Twist inspection on both side spans (at about 9:00) for Strand #64, the installation was at about 95% on both sides;
- Scott Yeager and Andre attempting to repair kink on a wire on Strand #62 at the one location Scott had overlooked on Saturday;
Despite their collective efforts, not a whole lot of improvement was made on the wire at this location (up near the East end of the South saddle). At 8:20, I called Warren Collins and asked him to come to the field in order to examine the repair and whether or not he deems it acceptable. In a conversation with Scott a few minutes later, he echoed my sentiment that he has done his best and he was afraid that any more working of the wire may do more harm than good to the wire.
- Completed my Twist Inspection at 9:18 on Strand #64 with a CW twist of ONLY 60^ on the North side (clamp to clamp) and a CW twist of just 30^ on the South side;
- INSTALLATION of Strand # 63 Complete;
- Upon my return from the Twist Check; Strand #64South was floated over the saddle and #64North followed suit at about 9:25;
- There must be some problems at the East end because as of about 10:00, #63 is not adjusted and #65 is not hauled yet;
- Finally, Haul Frame carrying Strand #65, came over the N. Saddle at about 10:20;
- Finally, Rough Adjustment(RA) of Strand #63 South at 10:30, ending at 10:49 with a 900mm movement to the East ;
- RA (I) of Strand #63 North done at 10:54, with 1270mm movement to the east, with part (II) at 11:05 resulting in a measurement of 1240mm. It means that the Strand was moved 30mm to the West on the 2nd adjustment;



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- Hauling of Strand #65 concluded at about 12:00;

Inspection of Strands #63 North & South

At lunch time, while inspecting the installation of Strand #63 North, I came upon a Red Screwdriver (one of the 3 at the job-site) laying on top of the partially-installed Strand #64 North. I informed Warren, (who had shown up upon my request to look at the kinked wires of strand #62 following the repair,) of this latest occurrence and he asked me to hand over the non-sanctioned tool. He removed the wire from the site with the intention of taking it to the office and presenting it to Brian. It should be noted, over the last week or a little longer, I have found one laying at the South saddle, which I handed over to D. Meche. Then, on Saturday, I had to stop the crew on the North side from using this tool on the strand (#64); however, somehow mysteriously, they find their way back to the job site!

On the inspection of Strand #63 South, I did not care for the configuration of the strand at least in one location. It is painfully obvious that a wide trough can be blamed for this, but I will ask our in-house experts to determine if the situation can be remedied. There were no obvious Xs, however. On the North side, there are locations where only the top 10 wires are noticeable and one can chase the wire that drops in and out of the top 11, stretching over a few feet at a time.

Observation

For no apparent reason, J. Hunter (IW) removed a wood-block that was sitting on top of Strand #58 (the 5th trough from the N. end of the S. saddle). This was a perfectly good looking strand. I pointed this out to Andre and he spoke to Obra (foreman) following which the wood-block was restored and no baking resulted as the result of the removal.

Issue

During the pauses that take place while adjusting, the person in charge of the wood-block returns to the work he was engaged in prior to being assigned to the wood-block. Once the adjustment resumes, no one is called over to drive the wood onto the strand. I know that D. Meche's thinking is that during the small movements, no one needs to be assigned to this operation (as has been chronicled, he believes this operation is totally useless anyway). But, sometimes the strand has been re-adjusted to the tune of 150mm! Therefore, I believe that one should be on the wood-block if it is anticipated that the strand is going to be moved significantly. Once again, I brought this up to Andre (12:15) and he stated that the crew is already aware of the protocol. I asked him to reinforce the protocol as it was not happening consistently and that on Strand #63 North, some wires popped out of place as a direct result of not having a man guarding the wood-block. He responded that they have been told to stay with the wood-block to the end of the operation.

- At 13:21, checked for Twist on Strand #65: No Twist;

- INSTALLATION of Strand #64 South was complete by 13:00;

- Rough Adjust Strand #64 South at 13:51, ending at 14:06, moving the Strand 1050mm east;

- At 14:05, Floating of Strand #65 (north & south) over the saddle with the Haul Frame over the N. Saddle at about 14:10, carrying Strand #66;

- Following quite a bit of work on the kinked wires of Strand #62 (near the E. end of the S. Saddle) by Scott and David (sometimes joint effort), the wires still do not look acceptable to me

Issue

Another juvenile and childish behavior on the part of Ethan Kent took place at the conclusion of the installation of Strand #64. While at the E. end of the N. saddle, I saw him drive a few wood blocks on top of the various strands, but not #64, which was about ½" off the strand at this point. When I asked him very politely "if he could drive #64 onto the strand" (it was going to be adjusted soon), he just walked off the opposite direction in the saddle as if he did not hear me. I told Andre about this latest episode, and he

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replied that he saw it unfold. He looked at the wood-block, but did not take any actions at that time.

Following my return to the office, I spoke to Brain, Roman, and Bill about the Red screw driver, up-loaded the photos pertaining to that, and e-mailed them for their discussion with ABF. In the meantime, I recanted the story that Douglas Wright had told me earlier in regards to the Red Screwdriver. He saw the same crew (the North Side) using it the same way I had seen them using it-like a chisel- and driving it into the strand. He videoed this incident as CJ, the Foreman ironworker did not care about his buddy Ethan informing him that the inspector is recording it on his camera. Based on Bill's request, I called Doug and asked him to e-mail Bill with his video.

Prior to leaving the site, I asked Doug Wright to take a look at Strand #64 North following the Rough adjust as it looked awful during installation with the blue wire all over the place. When I showed it to Andre, he was not concerned as it was during the 1st stages of installation and he was certain that it will be fixed before the installation is complete.

•For all the names of the work-force, refer to D. Wright's and Sami Daouk's diaries;

Hours Worked: 7:00 – 18:00

Overtime: 3 hours

04-0120F4	Bid Item: 067	C-PWS-061.067	Install & Adjust PWS 61-65
AMERICAN BRIDGE/FLUOR, A JV			

04-0120F4	Bid Item: 067	C-PWS-006.067	Install & Adjust PWS 6-10
AMERICAN BRIDGE/FLUOR, A JV			

Attachment



Non-Sanctioned Tool2



Strand64NorthDuringInstallation4

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Job Name: 04-0120F4

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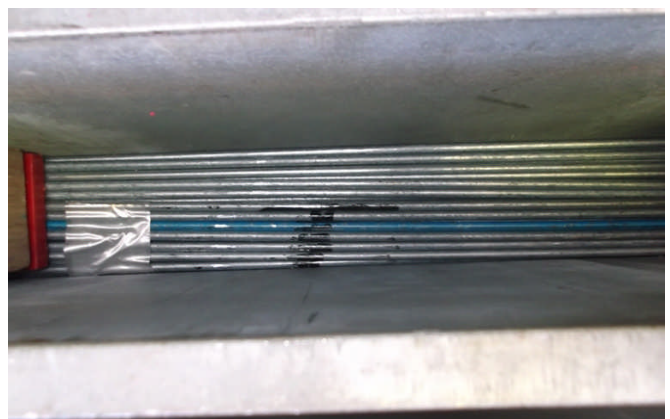
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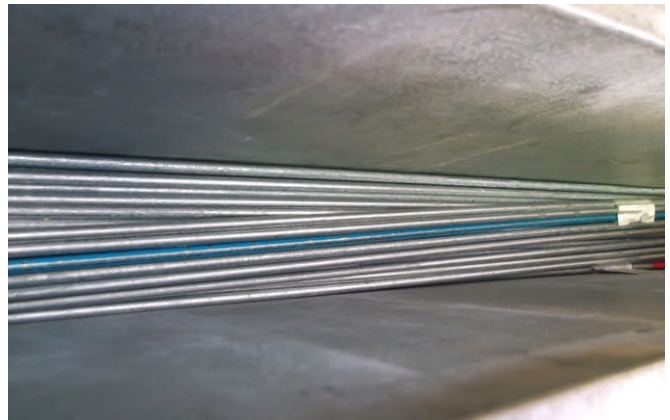
Strand64NorthDuringInstallation2



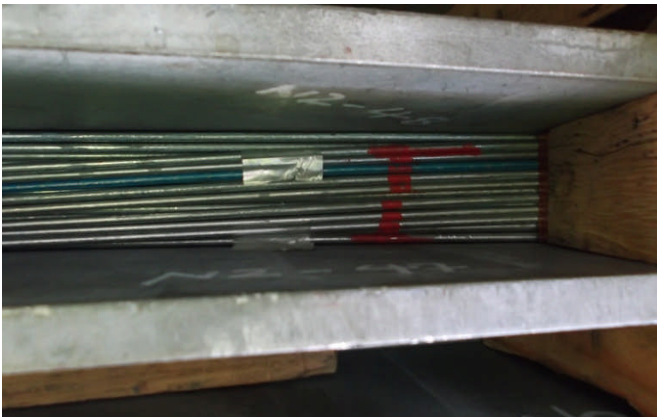
Strand64NorthDuringInstallation6



Strand64NorthDuringInstallation5



Strand64NorthDuringInstallation3



Strand64NorthDuringInstallation



Non-Sanctioned Tool